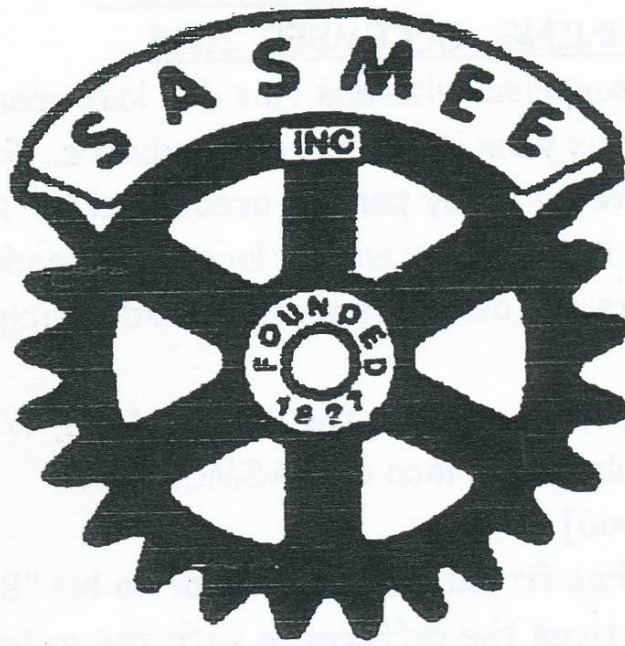




S. A. S. M. E. E. Bulletin

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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1927 ~ 2008

**THE OFFICIAL JOURNAL OF
THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

MARCH 2008

ISSN/0155/3700

CLUB JOTTINGS

By SMOKEY

SUMMER RUNNING DECEMBER 2007

Well!!! What a surprise, whereas this day last year was a best one all year -- this year it was barely mediocre. Guess you can never tell. Five birthday parties accounted for most of the patronage, ably catered for with 8 locos in attendance. With 32 degrees and overcast skies we had anticipated a better day.

For his final day's leave from the Pilbara Area, WA, John Mere chose to drive his steam loco at SASMEE Park [there's dedication for you]

Michael Moyse has fitted a second motor to his "BUDD" rail car and certainly notices the difference with the extra torque, especially on the grade out of the tunnel.

SASMEE PARK 5"g

Station attendants Brian Greenslade and Ian Clark dispatched the following:-

0-6-0 x2 Kitson Meyer #34

Graeme Driscoll.

2-8-4 SAR 720 class #720

John Mere.

Heisler

Michael Tingay.

SAR 930 class D/E

David Hawkins.

BUDD rail car

Michael Moyes.

Shunters Jack & Junior.

John Monte.

MILLSWOOD 7.25"g

Station attendants Allan Brabham and Alex Mitropoulos dispatched the following trains:-

0-6-0 Koppel

Glen Templeman.

0-4-2 Talylyn #1

John Daly.

Safety officer of the day, Barry Dunstan, reported a well behaved crowd.

XMAS BBQ.

A beaut day weatherwise, 25 degrees, and with the grounds in perfect condition approximately 100 persons in attendance really enjoyed themselves. Some members brought their locos with the intension of making the most of the ideal conditions.

As usual the old exhibition track area soon swelled with people

jockeying for a good shady position. By 6pm the succulent aroma of sausages and patties filled the air and accordingly patrons began lining up for their lot together with coleslaw, potato salad etc, etc thrown in for good measure.

Chefs Jeff Schaefer, Ralph Ollerenshaw, Len Redway and Brian Homann were complimented for cooking to perfection -- many thanks Guys. Nothing was left over so that speaks for itself. In keeping with normal tradition the deserts consisted of fruit salad and ice cream. Liquid refreshments were provided in the way of soft drinks, tea and coffee.

Following the meal the opportunity was taken for families and friends, who only catch up once a year to have a chat whilst many others simply rode the trains.

Due to the layback sort of day, without the pressure of Public running, it was decided not to put out all the signals as all the trains operated with a competent person on board and it was gratifying to note that the trains operated in an acceptable manner.

Many thanks to Barry Dunstan for organizing the show and to Gavin Thrum and the "Advertiser" for supplying the BBQ facilities.

Thanks also to the following members for helping during the day, Glen Templeman, Ian Foster and John Lewis.

Thanks to the following trains and drivers who gave many rides,

7.25" g track

Shorties [3] Dicker Family.

MIC 6 & trailer #8 Barry Dunstan.

5" g track

2-8-4 SAR 720 class #720 John Mere.

4-6-0 SAR "N" class Bob Smith.

Heisler Michael Tingay.

0-4-0 "Juliet" [3.5" g] Alan Wallace.

WAGR "X" class MULLEWA [3.5" g] Mitchell Templeman.

Following another successful SASMEE event the grounds were finally vacated shortly before midnight.

TRACKWORK 7.25"g

Following 4 continuous days of 40 plus degrees the 7.25"g circuit, including the recently completed steel component additions to the trestle bridge, showed no signs of stress or buckling due to the excessive heat -- a true testament to the track management. The period in question was the last 4 days of 2007

Beginning in January 2008 a ballast top up, of dolomite sand, will be progressively applied to the whole track which will, amongst other things prevent leaf and debris building up between sleepers which is a haven for live ashpan droppings. A number of fishplated joints, down the driveway, were repacked recently due to "fishplate droop" or dip in the trackwork.

This is not too bad considering that a period of 7 years has elapsed since the last attention.

TRACKWORK 5"g

This circuit, of slotted sleeper construction, continues to give trouble free service with the only maintainance being the occassional oiling of fishplate components.

One small problem to contend with is the inaccurate shape of the 25x12 fms used for the track. Apparently, made in China, the steel is more romboidal than rectangular, consequently in places the track requires grinding to obtain the correct railhead profile. In the near future one of our members proposes to construct a rideon vehicle equipped with a track grinding apparatus utilizing a cordless angle grinder, which will obviate the need to use a cumbersome generator set.

SUMMER RUNNING JANUARY 2008

Strange things do happen !!

The first run in January last year nearly broke the record book. This year notwithstanding a pleasant day of 28 degrees the crowd was barely moderate with only 3 birthday parties, however a different record was broken, that of the number of locos in attendance on a normal public field day. A total of 18 turned up beating a previous record of 17.

The canteen was ably staffed by Jean, Margaret, Susanne and

Sandra. The boat pond, looking fresh and host to some 100 plus "Comets" was almost bare of boats with the only operators being Daniel Lyas, Malcolm Ambler and Bill Weste.

The steam house operated with Ralph, John, Bob and Ian in attendance but not many onlookers.

SASMEE PARK 5"g

Station attendants Brian Greenslade and David Hawkins dispatched the following:-

2-8-2 D&RGW Mudhen #453	Peter Hoyer.
0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
4-6-0 SAR "N" class	Bob Smith
4-8-4 SAR 520 class #523	John Lyas.
2-8-4 SAR 720 class #720	John Mere.
0-6-0 Simplex	Len Redway.
2-8-0 Nigel Gresley #456	Bryan Homann.
2-8-0 Nigel Gresley #457	Simon Lindsay.
4-6-0 Black Five #5073	Alan Wallace.
----- Budd rail car	Michael Moyse.
----- Jack 004	John Monte.
----- Heisler	Michael Tingay.

Always a good sight to see is 2 locos double headed and this eventuated later in the afternoon with the 2 SAR locos, 523 and 720 doing the honours at a sedate speed with Daniel Lyas as guard. With the ratio of trains to passengers favouring the passengers meant that rides were aplenty.

MILLSWOOD STATION 7.25"g

Station attendants Alan Brabham, Alex Mitropoulos and Andrew Mottram dispatched the following trains:-

0-6-0 Koppel	Glen Templeman.
0-4-0 Dolgoch #2	Barry Dunstan.
0-4-2 Talyllynn #1	Bert Francis.
0-4-0 Jens #1938	Bill Coles.
0-6-0 Simplex	John Lewis.
----- Hunslett pet/elec.	Ian Thomas.

Although 6 locos graced the 7.25"g track, not all operated at the same time.

Hunslett did not enter traffic until 3.15pm and Jens and Simplex retired early due to, respectively, suspected fallen grate and

donkey pump problems.

Similarly on the 7.25" g circuit rides were aplenty.

PLAY NIGHT

In keeping with the SASMEE tradition the January meeting on the 8th took the form of a playnight with invitations having been sent to the other 3 local kindred clubs, namely, Morphett Vale, Railway Park and Penfield.

The day was a pleasantly warm 30 degrees with the temperature dropping markedly around sunset.

With the gates having been opened around 3.45pm roughly 100 people took advantage of the occasion with good representation from other clubs with some setting up for an evening meal on our lush lawned areas. The steam house was not operational although some of the crew were present --they preferred to ride the trains and generally "flap the gums" along with every one else.

Two boat boys were noted, Norm Kernich with his SA Harbours Board launch and Bill Weste with one of his steam powered boats.

Alan Wallace took the opportunity to book boiler inspector Bill Coles to test his 3.5" g "Doris" having run out of certification in December 2007. Alan did what every steam loco owner should do and that was present a loco boiler without oodles of leaking fittings. Naturally the boiler passed with flying colours.

Good one Alan !.

The following locos were noted in attendance:-

5" gauge.

4-8-4 SAR 720 class #523	John Lyas.
2-8-2 SAR 700 class #702	Bob Smith.
2-8-4 SAR 720 class #720	John Mere.
2-8-0 Nigel Gresley #456	Bryan Homann.
0-6-0 Shenectady	John Beal.
0-4-0 Blowfly [AMSR5]	Des. Allen.
----- Heisler	Michael Tingay.
----- German P/type V8 [semi -complete] G. Driscoll.	
----- Steeple Cab. electric	Gavin Thrum.

----- Budd Rail Car	Michael Moyse.
----- NSWGR 422 class d/e	Malcolm Ambler.
----- Jack & Junior shunters d/h	John Monte.
Total 13 locos.	

7.25" gauge.

2-4-0 LiL LIMA [M` Vale]	Bill Brown.
----- SAR Brill r/c #488 [Penfield]	Barry Walding.
----- Hunslett pet/elec.	Ian Thomas.
----- Shorty #12	Dicker Family.
Total 4 locos	

Two locos deserve special note.

Firstly Graeme Driscoll`s German prototype V8 steam loco had its maiden run at SASMEE in its final developed form and was certainly a crowd pleaser. The streamlined tender, cab and boiler is certainly an exacting work of art. Still to be completed is the bulbous front end forward of the twin funnels. The loco looks most unusual having no side rods. However Graeme is well noted for the building of locos that differ from the norm. When finished the loco machinery and wheels will be hidden by a full length skirt on a piano hinge which can be lifted up to reveal the workings. Although the prototype had black livery Graeme has chosen to paint his model gloss grey. Hopefully some photos will be included in a further edition of the Bulletin.

Secondly Barry Walding scale model of SAR Narrow gauge Brill Rail Car, number 488, is certainly something to behold. Started some 25 years ago and following a final 3 year spurt Barry has ably demonstrated that when you put your mind to it then nothing is impossible and no doubt he would have encountered some head aches nutting out just how to fit everything in -- and he did just that !!

One could go on and on naming all the features but just a few are the simulated bogies [amazing detail], the prototype sounding air horn, exquisite working marker lamps, rear cabin interior, general neatness and professionalism. Apparently a trailer car is nearing completion which will make for a very eye catching train.

Barry`s workmanship is also demonstrated in the 2 track single axle trailer, in matching green colour, on which to transport the

models.

This playday/night was one of the best ever conducted with perfect weather, plenty of locos, in fact 16, 100 or so members and friends topped off with excellent comradarie.

The night ended with the closure of the gates at 11.30pm.

FIRST AID

Pertaining to the duty of care in relation to the public SASMEE has a had a long standing arrangement with St John whereby at least 2 officers attend our public field days. On rare occasions, due to the lack of communication within their fraternity, the officers fail to attend. We feel that this hic-cup has now been overcome however, SASMEE feels that a backup should be available. The Chairman asked if any member/s would be willing to take on the roll bearing in mind that a current first aid accreditation would be required.

Initially a vacant response was given. Within a short while Committee member Ralph Ollerenshaw signified he would be interested but his certification had expired. Ralph indicated that he would be willing to undergo the necessary training to regain his accreditation. The Chairman decreed that the Club would bear the costs involved and sincerely thanked Ralph for his offer.

As from the 17th January 2008 Ralph Ollerenshaw is a fully accredited first aid officer and SASMEE can be asured that proper help is available whether it be a public field day or Wednesday working bee.

Many thanks Ralph and well done.

SUMMER RUNNING JANUARY 2008.

The public field day for Saturday was held amid a warm sunny day of 32 degrees [down from an earlier forecast of 36 degrees.] with a mediocre roll up of locos which really turned out fine for everyone in that the drivers were not overworked and patrons had plenty of rides.

The gateman, John Beal, stated that several people decided not to come in when they read the footwear notice on the gate whereas some with inappropriate footwear still paid to come in

stating that they did not intend to ride on the trains. This is fair enough, however once they come inside the gates they are on our terms which is zero tolerance to inappropriate footwear on trains.

Three sizable birthday parties were noted which accounted for a good percentage of our patrons.

Allan Wallace's 3.5" g "Doris" was given an accumulation test by Alan Brabham and duly certified for a further 3 years. This loco, although quite elderly still gives an excellent performance and has no trouble in clipping along at 10-11 kph and keeps up with the best of them bearing in mind that our maximum allowable speed is 10kph. [including the 7.25" g !!]

The boat pond, looking exceptionally clear was hosted by Bob Smith, Bill Weste, Norm Kernich and Mary and Gerry Turner. The water was that clear that one could see the large 10" long gold fish right out in the middle.

This now brings up a point.---- That of the well being of the boat pond. It now seems certain that the excellent condition of the water is attributable to the introduction of goldfish in April 2007, some 22 fish each 80mm long. They are now 250mm long and spawning took place in November with the result that we have something like 100 fish !!. These fish are doing a grand job -- something of a task that we have difficulty in doing -- KEEPING THE POND CLEAR. If you take the time to observe these "Comets" you will discover that they are mud dwellers, they just love stirring up the bottom in search of food consequently this continual stirring of the silty bottom is preventing weed growth which is the solution to our problem. [we think so?!]

The thing is now we have to protect the element which is keeping our pond water in excellent condition. A couple of ideas are in mind.--- more of that later.

The canteenn was ably staffed by Jean Clark, Margaret Lewis and Margaret Sambrooks.

Although in steam, the boilerhouse staffed by Ralph, Bob and John looked almost devoid of onlookers.

Safety Officer of the day was Michael Tingay who apart from a loco fire under the 5" g girder bridge had nothing to report.

SASMEE PARK 5"g

Station attendants Ian Clark, Ainsley Cuthbertson and Don Awalt dispatched the following trains:-

4-6-0 LNER B1 #1088	Terry Trezise.
2-8-0 Nigel Gresley #457	Simon Lindsay.
0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
4-6-0 Doris [3.5"g]	Alan Wallace.
----- NSWGR 433 class d/e	Malcolm Ambler.

MILLSWOOD 7.25"g

Station attendants Allan Brabham and Alex Mitropoulos dispatched the following trains:-

0-6-0 Simplex #10	John Lewis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-4-2 Talylynn #1	Bert Francis.

SAFETY VALVE RUN.

This popular annual event will take place on Saturday 28th June, [4th Saturday] The loco efficiency trials will not be included this year as this event is held every 2 years -- next one due in June 2009. The gates will open around 4pm and as usual!

SASMEE will put on its notable evening meal consisting of Vilis cocktail pies, pasties and sausage rolls complimented with Pizza Hut Pizzas together with tea, coffee and soft drinks.

Mark this date in your diary as a god days/night fun is assured.

MORPHETT VALE RAILWAY INVITE.

MVR wisely chose a day for their interclub fun/run day that did not clash with another event. Saturday 22nd February was a warm 33 degrees, however this did not deter many other club members from turning up and this would have surely made MVR feel that the effort was worthwhile. The Dicker family supplied a fine tasty luncheon that would have appealed to everyone present. As one would expect Karl and his team have honed the track to perfection and MVR have proven once again that their leadership in this regard is second to none.

It is interesting to note that they have caught on to the LED



PHOTO 1

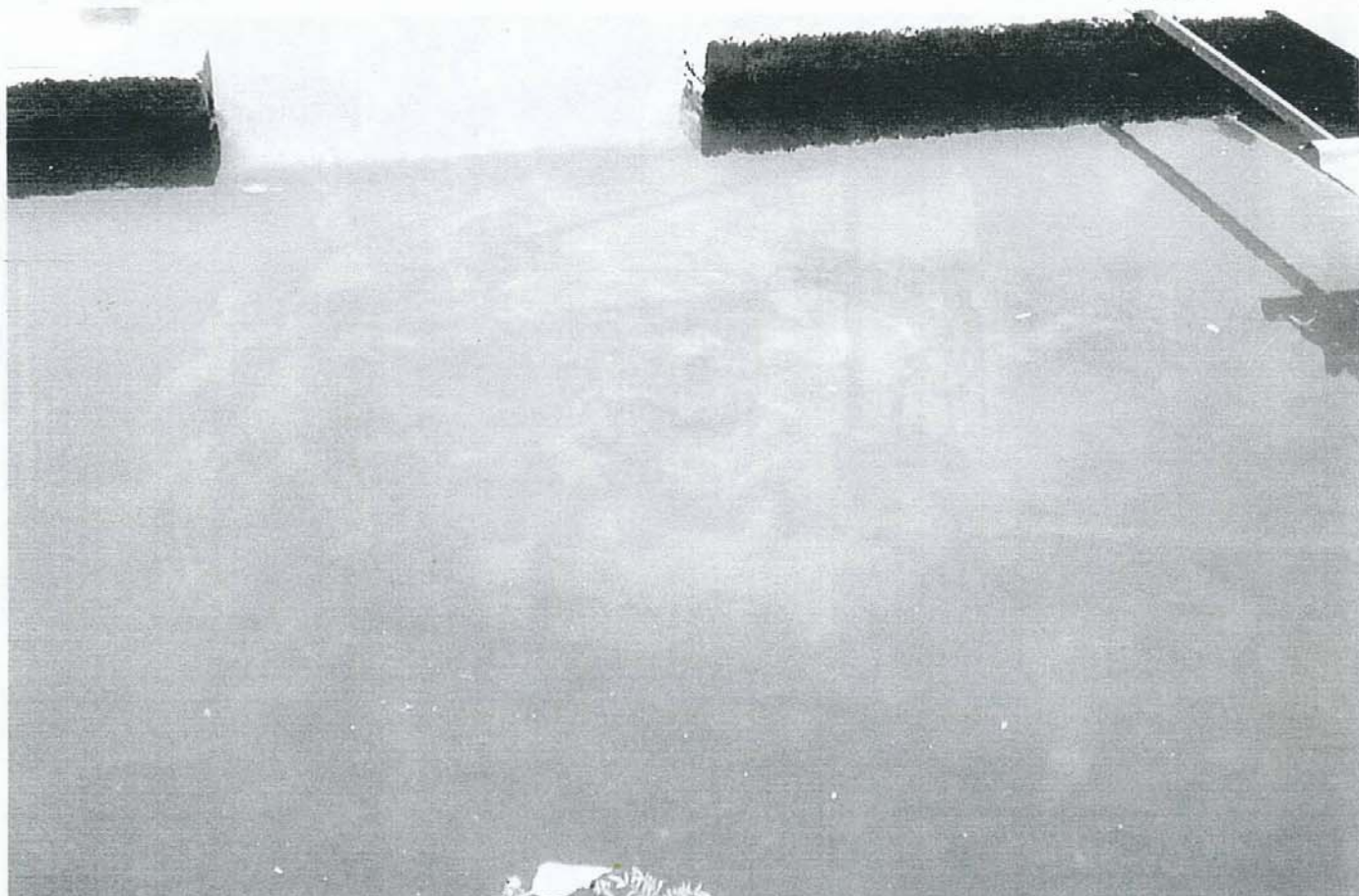
PHOTO 2





PHOTO 3

PHOTO 4



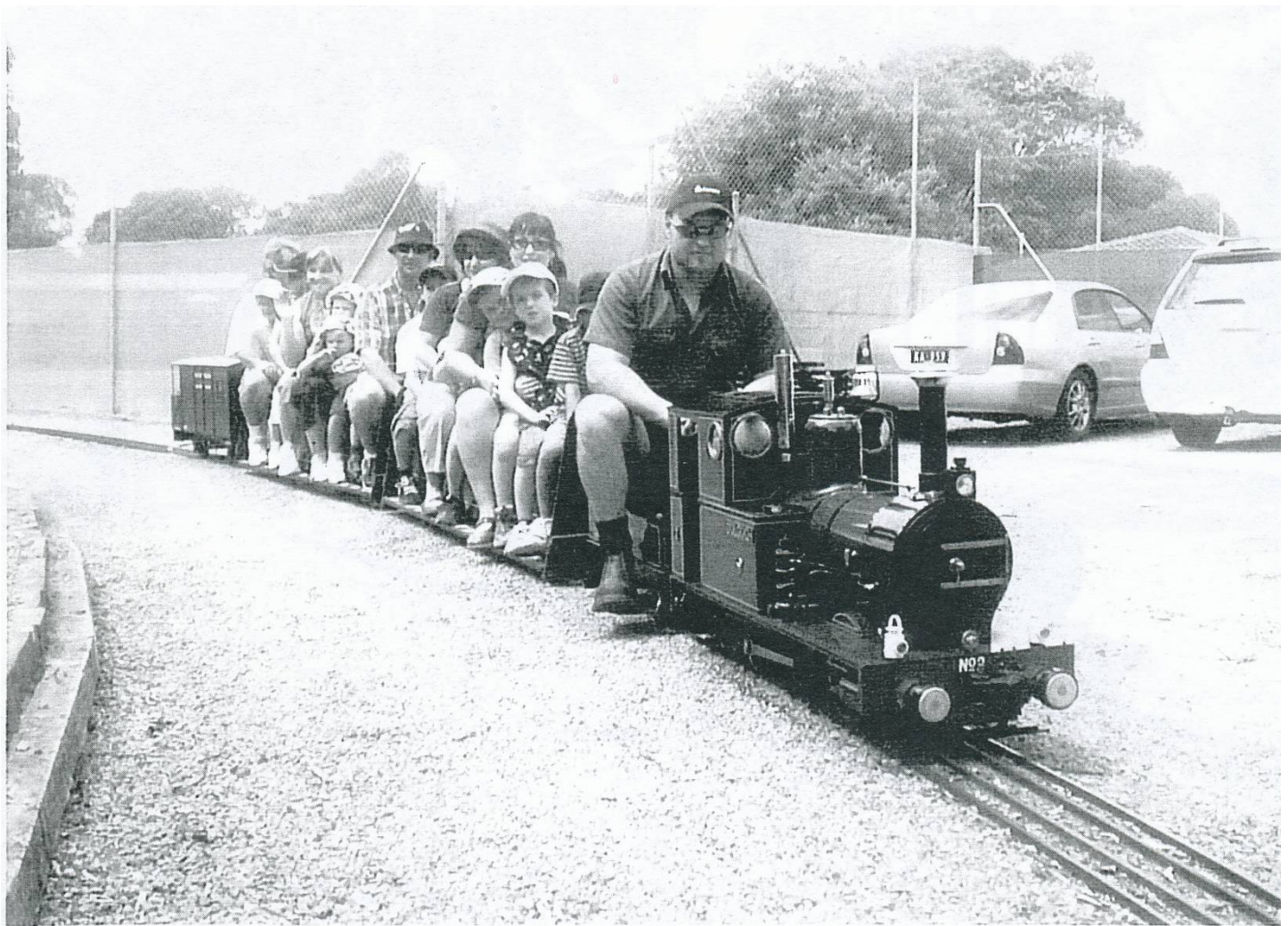
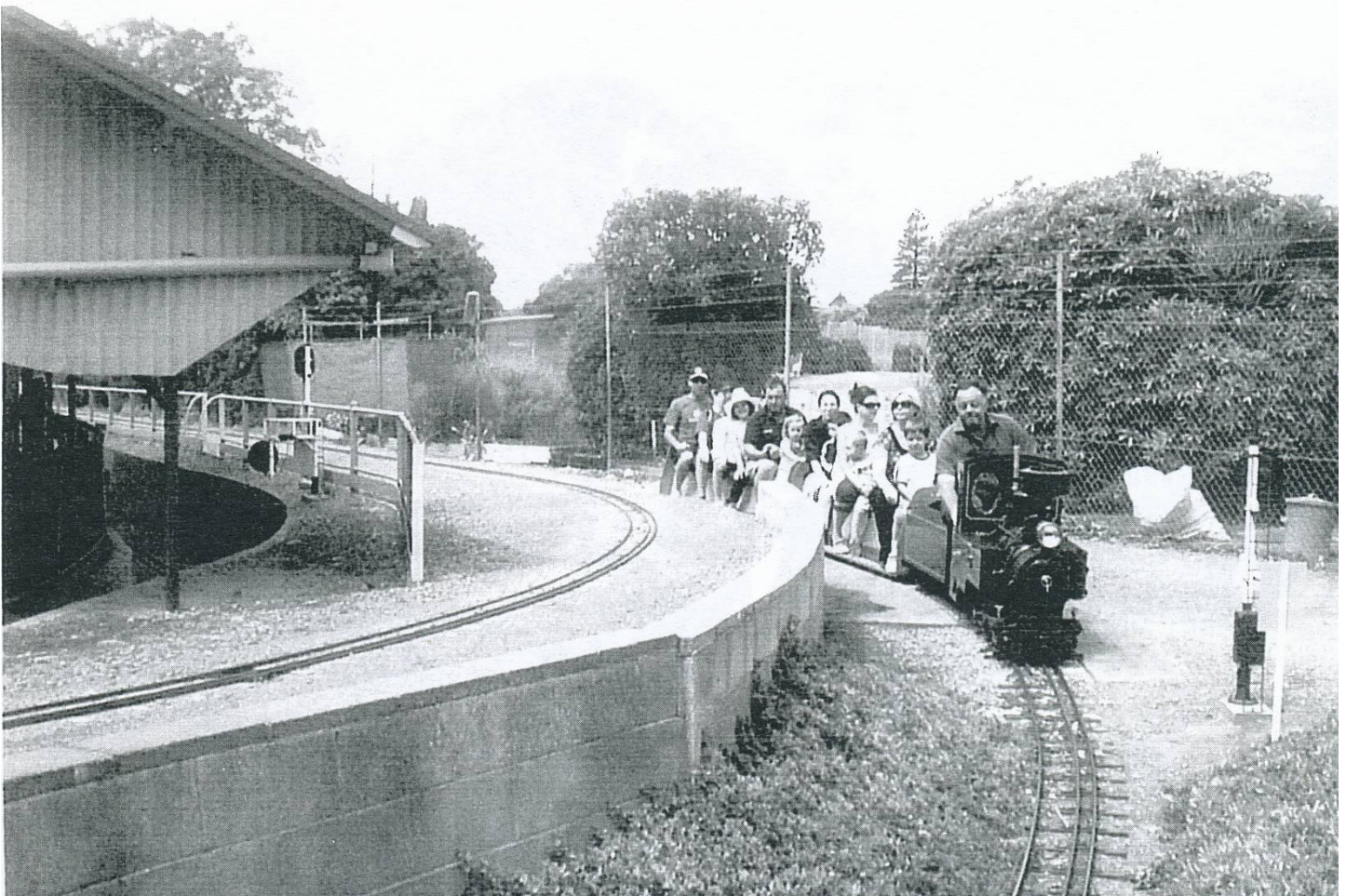


PHOTO 5

PHOTO 6



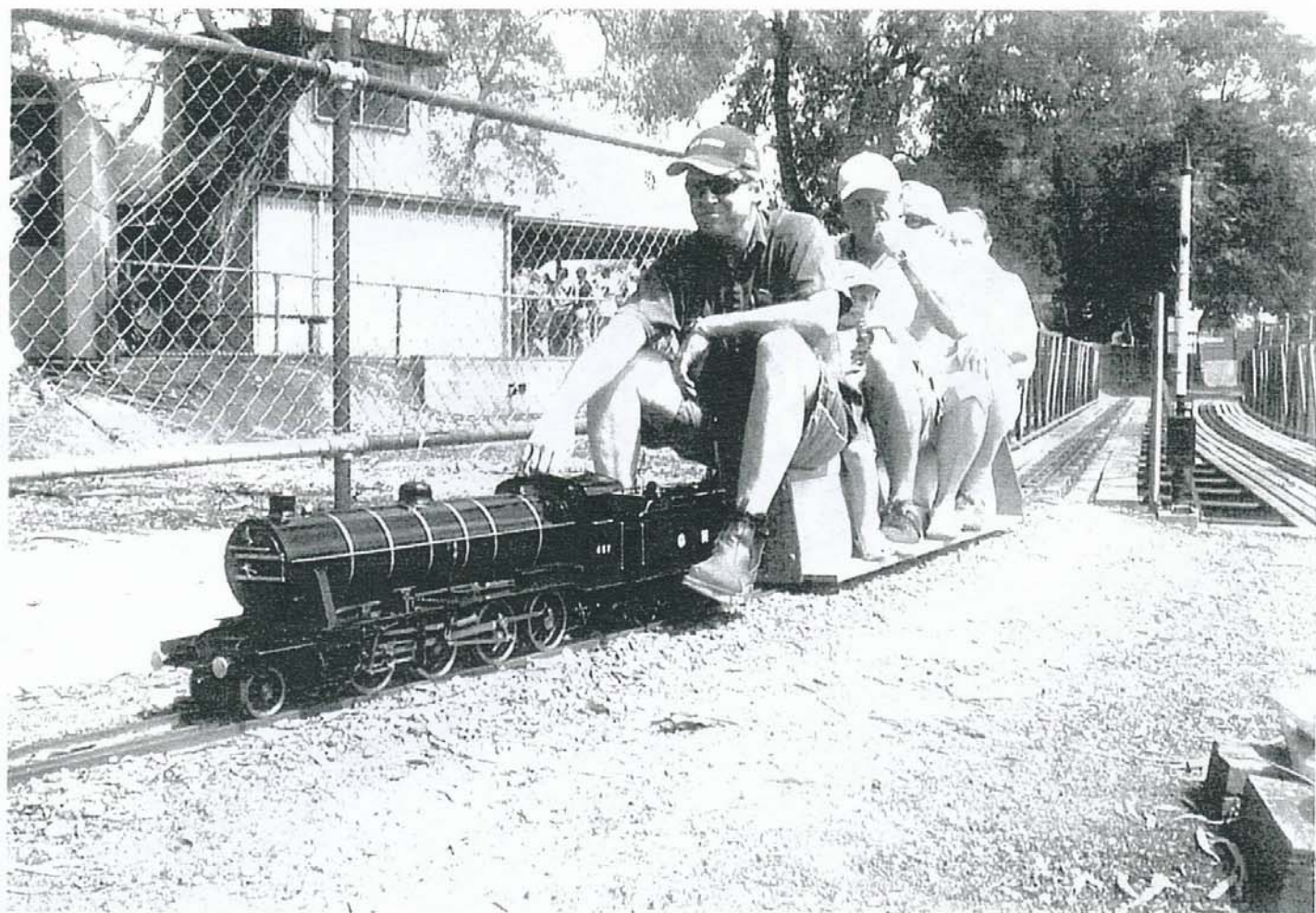
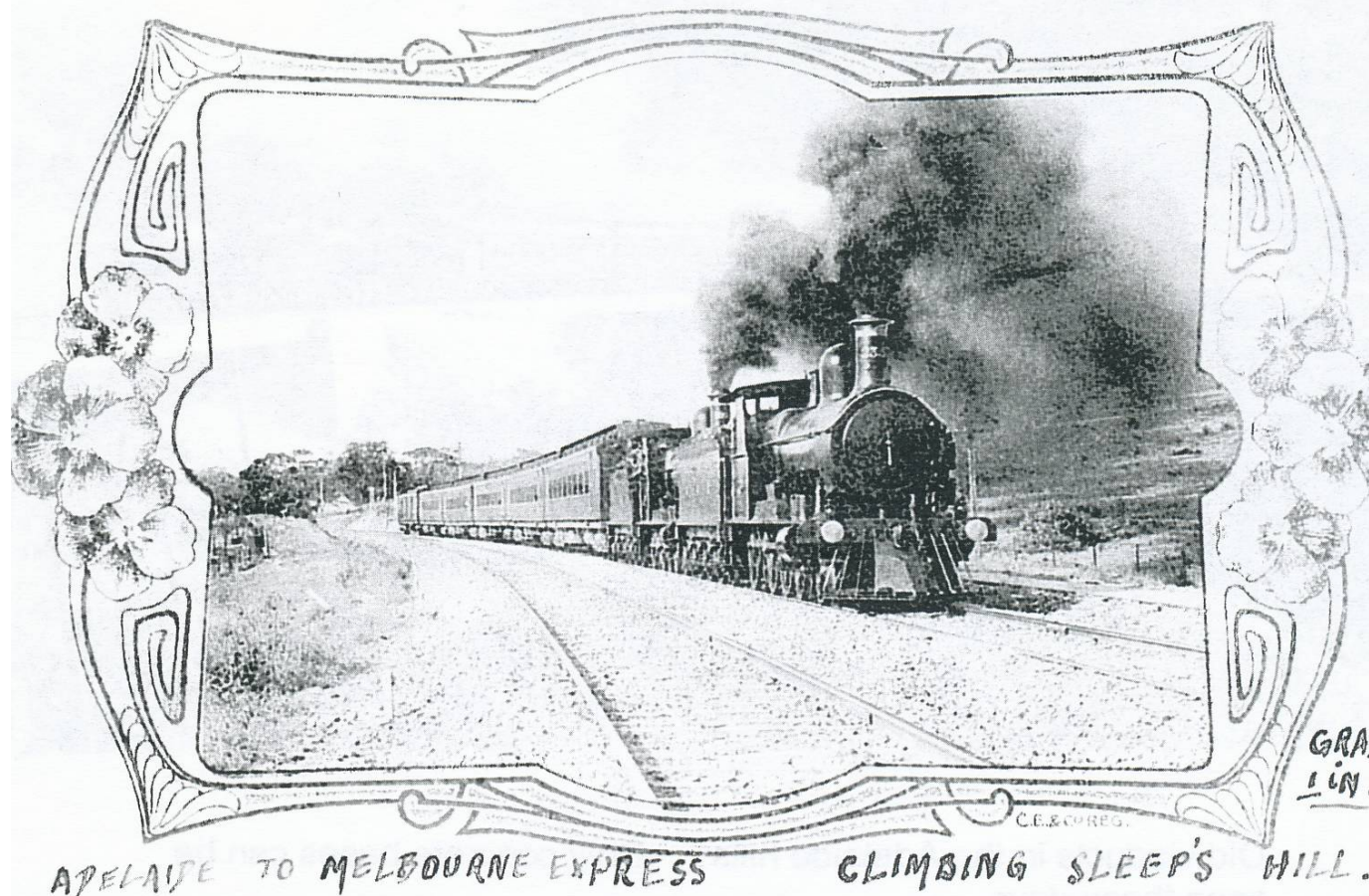


PHOTO 7

PHOTO 8





The above post card, shows double heading Rx`s on the Adelaide to Melbourne Run.

My father joined the Railways in 1914 as a junior cleaner. He graduated to a fireman and worked on S, Rx, Q, P, K, and F class engines. He fired on the second division Melbourne Express.

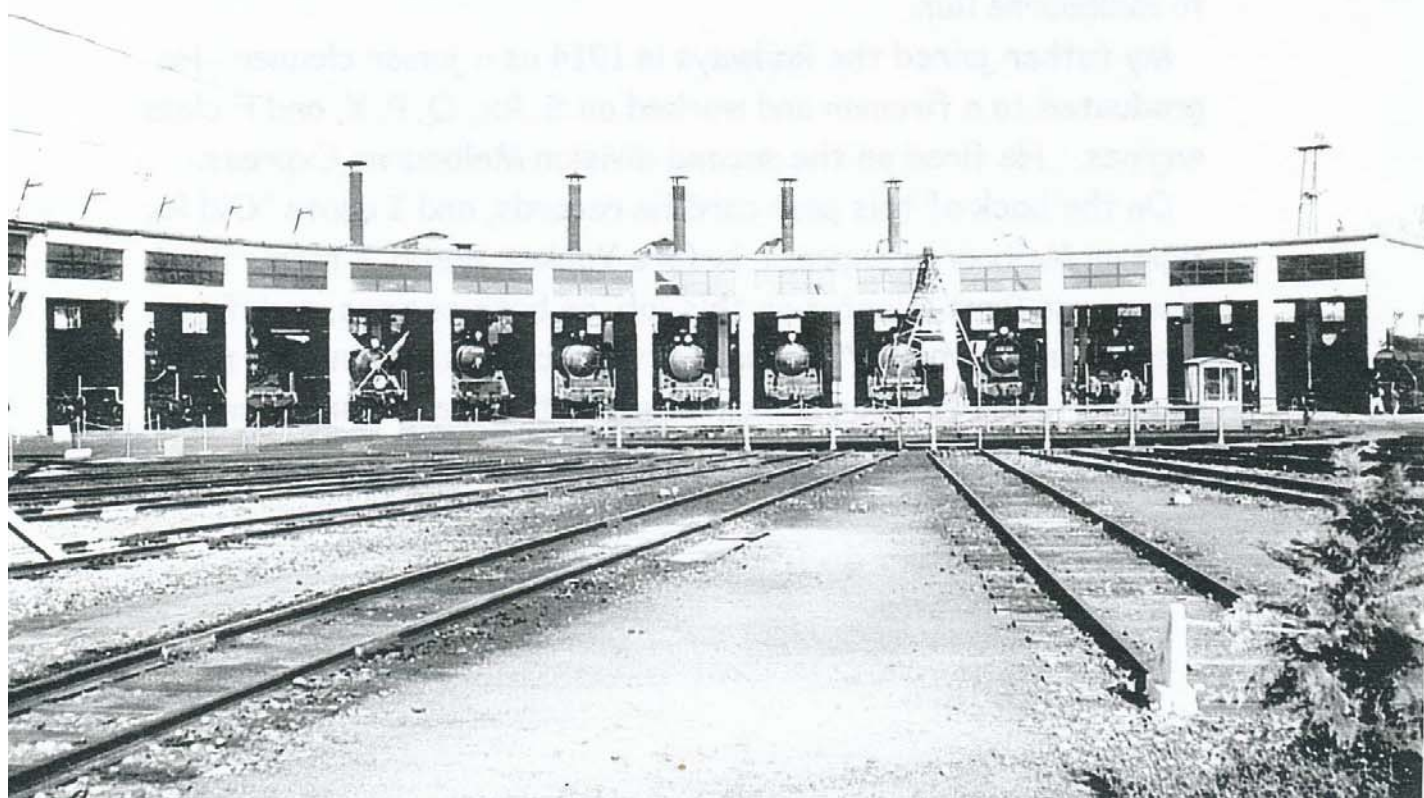
On the back of this post card he records, and I quote "Old Rx type on Melbourne express, before Yankee Webb`s term. Had always use 9mm injector on this job, on both engines, and if you ever got more than 175psi pressure, which was blowing off point, you had to use fireman`s 8mm injector to save blowing away steam." end of quote.

Bill Coles Editor



Old viaducts in the Adelaide hills. Only concrete bases can be seen these days.

About half of roundhouse situated in Kyoto, Japan. Museum is open every day with locos in steam. Locos are fully operational and do frequent public day runs in nearby hills.



factor in the Signals and Telegraph department. The most exciting feature of the day would have been the Victorian "T" class d/e loco looking resplendant in Chicago Freight colours recently completed by MVR member Jeff Haigh for a member at Penfield. Very professional indeed. A very enjoyable day.

SUMMER RUNNING FEBRUARY 2008

The pfd for Saturday 3rd February was unpleasantly muggy and 33 degrees was forecast, however this proved no deterrant for many patrons and some 7 parties of mostly the birthday type. We were fortunate to have 2 members from Diamond Valley present namely, Robert Carlisle and Tim Halidane who made themselves at home taking many photos and having a drive on Ian Thomas' s loco at cessation of public running.

Some discussion was held on the recently proposed alterations to wheel standards whereby SASMEE concurred with DVR beliefs. The steamhouse area was chosen by a large birthday party so the 2 operators, John and Bob would have been busy with the 3rd operator, namely Ralph Ollerenshaw, busy doing the Safety Officer duties.

The canteen, although busy, was ably staffed by Jean, Margaret, Sandra and Mary.

The boat pond had plenty of craft operated by Bill Weste, Malcolm Ambler, Mary and Gerry Turner and new member David Chaplin. Where was Norm??

SASMEE PARK 5"g

Four station attendants dispatched the following trains:-

0-6-0 Schenectady	David Hawkins.
0-6-0 Simplex	Len Redway.
2-8-4 SAR 720 class #720	John Mere.
2-8-0 Nigel Gresley #457	Simon Lindsay.
0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
----- Budd Rail Car	Michael Moyse.
----- Heisler	Michael Tingay.
4-6-0 Doris [3.5"g]	Alan Wallace.
2-8-0 Buffalo #8307 [no passengrs]	Ben Cottle.

MILLSWOOD 7.25"g

Three station attendants dispatched the following trains:-

0-4-2 Talylllyn #1	Bert Francis.
--------------------	---------------

0-4-0 Dolgoch #2

Craig Dunstan.

4-6-2 Green Pacific #8443

Ian Thomas.

0-6-0 Simplex #10

John Lewis.

FENCING OF PROPERTY

During the last week of the School holidays vandals entered our grounds and sprayed graffiti over the Northern wall of the 7.25"g carriage shed, the rubbish dump and the toilet block. Although all of these idiotic scribblings are removed almost immediately it takes time and effort which could be spent on other beneficial tasks. There is always the chance that other serious and willful damage may occur to our outdoor structures such as signals and trackwork.

As the Unley City Council is our landlord we intend approaching them with a request to repair our fences which are 40 years plus old and in very poor condition in several places.

If the U.C.C. do not come to the party then unfortunately, SASMEE will have to bear the cost of repairs.

Members will be kept informed of any progress.

ROLLING STOCK INSPECTIONS

It is SASMEE policy to inspect all operating passenger carrying vehicles every 2 years to ensure standards are not compromised. By the time you read this the inspections will have taken place and all vehicles that have passed will carry a green dyno label stating "Expires Feb.10" with this current inspection particular attention was given to wheel flanges.

Any newcomers, following successful inspection, will be issued with the necessary sticker.

The opportunity is taken to remind loco owners to clean all riding vehicles periodically with particular attention to unwanted spiders !!.

SUMMER RUNNING FEBRUARY 2008

Public field days can prove to be a mixed bag and Saturday 16th February was no exception. !! Two things were against us, firstly the Advertiser neglected to place our continuously running Ad and the forecast was for a stinker of a weekend, in fact Saturday's temperature peaked at 37.4 degrees.

Five birthday parties constituted the bulk of the afternoon's

attendance --good for them as rides were aplenty. Another factor in the "mixed bag" was the non appearance of any 7.25" g locos. Indeed this is a rarity obviously the forecast hot day was a contributing factor plus the Saturday runs also see fewer locos on this track, although Len Redway bought his "Jinty" rolling chassis down to test the re-tyred wheels [0-6-0] for gauge clearance. This proved a little tight in places so Len proposes narrowing the flange on the centre drivers.

The "Station closed" sign on the Millswood pedestrian bridge was a first off. The 6 trains servicing SASMEE PARK STATION were more than adequate.

The canteen staff of Jean Clark, Sandra Mottram and Dorothy Ambler had an easy day. The boat pond only had 3 operators, namely, Bob Smith, Bill Weste and Alan Saunders.

At one stage Bob's Port Line freighter, "Port New Plymouth" ran out of fuel causing the steam plant to shut down and rescue was effected by Alan's frigate shepherding the freighter to the harbour whereby Bob was able to retrieve it. Rivetting Stuff!!.

SASMEE PARK 5" g

Station attendants Ainsley Cuthbertson, Simon Lindsay and Trevor Morcom helped dispatch the following trains:-

0-6-0 Simplex	Len Redway.
0-6-0 Schenectady	David Hawkins.
0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
4-6-0 Black Five 35073	Alan Wallace.
----- Budd Rail Car	Michael Moyse.
----- NSWGR 422class d/e	Malcolm Ambler.

OUTBUILDINGS

By the time you read this all of our buildings including toilet block, clubhouse, canteen, steamhouse and stations will have been painted by Radke Painters. All will agree that the place looks really smart.

AIR CONDITIONING

Also as you read this Mannix Air will have installed a fully automatic "BONAIRE" evaporative air conditioner serving both the canteen and the clubhouse. All have agreed that this is a worthwhile benefit to all that attend the club.

LOCO SALES

It is now common knowledge that Gavin Thrum has sold the steeplecab electric [ex Ian Clark] and 2 riding carriages to Michael Moyse. This sturdy 5" model has now given some 30 years reliable service at SASMEE and it is certain to be around a while yet.

NEW MEMBERS

Welcome to the following new members and trust that they will have a long and happy association with the club and all that is offered:-

Derek Berry	Full Member	Elected December 2007
David Chaplin	Family Member	" February 2008

WHITE BOARD

The President, who presides over all club meetings, has drawn attention to the untidy condition of the floor caused by chalk dust emanating from the old blackboard. It is therefore been resolved that the club move along with the times and purchase a 6' x 4' whiteboard as is now commonplace.

OLD SASMEE FILMS

The President also drew members' attention to old Super 8 movie footage of club activities from 1988 to 1991 taken by late member Vic. Thrum. Four reels plus the projector have been stored in the library for many many years and serious doubt exists as to the possibility of screening them.

These movies constitute a valuable record of club activities and accordingly should be transferred to DVD for safekeeping and ease of viewing. It was therefore agreed that the President attend to this.

ENTERTAINMENT

The entertainment for the February meeting was provided by Ian Thomas in the form of "Steam in New Zealand" per DVD. For such a small country steam power is very well presented.

SOME SASMEE HISTORY

March 1976

The Wadlow steam engine arrived at SASMEE in knocked down condition.

November 1978

Pond chemical treatment, DUBOIS. Cost \$76.00

[can anyone explain what this is?? --- Smokey]

August 1983

The 7.25" g ground track first opened for public running.

November 1979

Barry Dunstan [current President] was elected for membership.

May 1989

John Lewis was elected for membership.

RAILWAY QUIZ.

Q. What was the name given to the spoil excavated from the Goodwood Railway Station ?
clue, If you rode a bicycle you will know.

Answer in next Bulletin.

Answer to Quiz.----Last Bulletin.

Q. What is a "Mike"

Answer -- An abbreviation or nickname for a 2-8-2 wheel arrangement "Mikado" class loco.

During WW2 the opposition to anything Japanese resulted, in many instances, in the name being changed to "MacArthur" class

GAUGE 1 at SASMEE

By Max Shuard.

There is a piece of undeveloped land between the picnic area and the 5" g turntable that would be suited to a Gauge 1 track layout. There have been a number of discussions at recent meetings and a number of options presented.

To progress this further we need to canvas member support.

If you are interested in Gauge 1 please contact Ian Clark or member Max Shuard at shuardja@bigbutton.com.au

Please note that any commercial suppliers or operators are excluded. [SASMEE policy]

OTHER THINGS.

The Editor, Bill Coles.

In penning this item I am representing the club boiler inspectors. I am, for this item, only dealing with recertification, i.e. you require the renewal of an existing certified pressure vessel. [Certification of "Boilers under construction" is a separate discussion, not covered in this article]

For those who steam pressure vessels inspection to obtain certification for periods of 2 to 3 years is a mandatory requirement.

Renewal of certificates is an important function and this operation can be carried out quite painlessly for both the inspector and the person offering the pressure vessel if the following basic approach is adhered too:-

As the owner/driver you should know when your current certificate is going to expire. Contact with your boiler inspector 6 weeks in advance of the expiry date is essential. A mutual date and time and test requirements is then established. Note! Unless there is total agreement with the boiler inspector, hydrostatic testing of boilers on public field days will not be undertaken.

Accumulation testing can be carried out on field days in agreement with the inspector.

Booking in advance will give time for the owner to prepare for the test requirements as dictated by the inspector in the initial discussions period. [There should be no surprises for either party at testing time Basically the inspectors require a clean, inside and out, leak free vessel which satisfies the inspector This infers that the person presenting the article has done his homework with regard to the code. If during the process of testing, a condition is revealed that requires attention, a plan of action can be discussed that leads to the satisfaction of both parties.

The thoughtful owner will know what is expected, plan accordingly and know his presentation with pass first time thereby eliminating a multiple submission situation.

To find the diameter to turn a piece of material to make a square from, multiply the size of the square you require by 1.4142
e.g. 0.25" across the flats square you turn to 0.3535" diam.
If you want to machine a hexagon multiply the required hex. size by 1.1547
e.g. 0.25" across flat hex you would turn to 0.2886" diam.

PHOTO GALLERY All photos by Barry Dunstan

Photo 1 Michael Tingay in charge of "Heisler". Doing a warm up lap before entering traffic. pfd 3-2-08.

Photo 2 Graeme Driscoll's powerful Kitson Meyer of the Anglo Chilean Nitrate Railways has just hauled 2 carloads over the girder bridge on pfd 3-2-08.

Photo 3 Jean Clark, Sandra, Mottram & Margaret Lewis going about their duties on pfd 3-2-08.

Photo 4 Just some of our recently spawned "Comet" goldfish. At this stage the fish look to be the saviors of our pond by keeping it weed & alge free. A glimpse here of the fish in the boat harbour.

Photo 5 Having just departed Millswood station Craig Dunstan on "Dolgoch" powers down the driveway with 14

Photo 6 Glen Templeman, on "Koppel" drifts slowly down grade at canteen corner toward the tunnel. pfd 3-2-08.

Photo 7 Simon Lindsay, on "Nigel Gresley" makes light work climbing the grade following a flighty journey over the girder bridge. pfd 3-2-08.

Photo 8 John monte driving Ian Thomas's powerful green pacific #8443 enroute between the girder and trestle bridges pfd 3-2-08.

S. A. S. M. .E. E. OFFICE BEARERS

2007----- 2008

PRESIDENT: BARRY DUNSTAN 8248 4843
VICE PRESIDENT: GLEN TEMPLEMAN 8338 0380
SECRETARY: IAN CLARK 8293 6537
EMAIL ijclark@internode.on.net
MINUTE SECRETARY: JOHN BEAL 8297 2314
TREASURER: SIMON LINDSAY 0416259996
ASS. TREASURER: MICHAEL TINGAY 8294 8914

COMMITTEE: GRAEME DRISCOLL 8276 9387
JOHN WEIDENHOFER 8536 2813
ALEX MITROPOULOS 8339 4974
RALPH OLLERENSHAW 8379 0998

AUDITORS: BOB NASH
GRAHAM GAETJENS

LIBRARIANS: JOHN DAVEY
BILL COLES

BOILER INSPECTORS: ALLAN BRABHAM 8443 6544
JOHN GORDON 8322 3694
BILL COLES 8296 2167
JOHN LEVERS 8536 0135

CANTEEN MANAGEMENT: EXECUTIVE COMMITTEE

VICE PATRON: J. BERNARD DICKINSON
BA., C.Eng., M.I. Mar. E.

SASMEE "BULLETIN" BILL COLES [editor]
4 CLOVELLY AVE. HOVE 5048
8296 2167
EMAIL: bjhove@internode.on.net

SASMEE MAIL: PO BOX 208 GOODWOOD, S.A. 5034